Amendments to the Specification

Please amend the paragraph beginning at page 5, line 8, as follows;

B1

A driving mechanism is used to selectively move the adjustment element 5 about the pivot axis 4. In the fastening element 2 of the mounting arrangement 1, shown in Figure 2, a stator element 10 is attached to an angular gear assembly that can be selectively driven under the effect of an electric drive motor 11. The angular gear assembly has a rotor element 12, illustrated in Figure 1, which ~~that~~ rotates with respect to the stator element 10 ~~, seen in Figure 1,~~ and which is supported on the fastening element 2 to drive the adjustment element 5. Thus, with the rotation of the rotor element 12, the adjustment element 5 will follow the movement and hence pivot about the pivot axis 4.

Please amend the paragraph beginning at page 5, line 26, as follows;

B2

To summarize, the [[the]] pedals 6, 7, 8 in the adjustable pedal assembly are pivotally supported with respect to the adjustment element 5 wherein the second pivot axis 4 is generally parallel to the first pivot axis 9. The driving mechanism with the electric motor 11 and gear assembly [[12]] is used to selectively rotate the adjustment element 5 about the second pivot axis 4. The pedals 6, 7, 8 are pivotally mounted within the adjustment element 5 to pivot about the first pivot axis 9, thus the position of the first pivot axis 9 moves with respect to the second pivot axis 4 when the adjustment element 5 is rotated.

Please amend the paragraph beginning at page 6, line 22, as follows;

B3

The accelerator pedal 6 is connected to an actuator that controls the vehicle engine throttle. The accelerator pedal 6 is preferably connected to an electric control potentiometer 36, shown schematically in Figure 2. The potentiometer 36 is fastened in the adjustment element 5 and [[which]] emits an electric signal that is dependent on the position of the accelerator pedal 6 around the pivot axis 9. The potentiometer 36 is connected to the engine of the vehicle via electric lines. While an electronic throttle control configuration is preferred, the subject adjustable pedal assembly could be used in standard push-pull cable operated configurations.

Please amend the paragraph beginning at page 6, line 30, as follows;

The brake pedal 7 is connected to an actuator that controls the vehicle braking system. The brake pedal 7 has an arm 20 directed upwardly, which can be seen as an extension of the pedal [[arm]] 7 past the pivot axis 9. The upwardly directed arm 20 has a recess 21 in which a drag link 22 is fastened. The opposite (front) end of the drag link 22 is connected to a brake servo located in the vehicle. By application of the upwardly directed arm 20 the brake pedal 7 will be swung forward (away from the driver) if the drag link 22 should be shifted rearwardly (toward the driver) during a vehicle collision. This will prevent the brake pedal 7 from coming into contact with the driver during a vehicle collision.

P34

Please amend the paragraph beginning at page 7, line 5, as follows;

To make the brake function independent of the pivoting of the adjustment element 5 around the pivot axis 4, the drag link 22 is located in the forward end position of the pedals 6, 7, 8 over a connection line between the pivot axis 4 and the forward fastening of the drag link 22 in the brake servo. With a counter-clockwise pivoting of the adjustment element 5, as seen in Figure 3, such that the pedals 6, 7, 8 are shifted rearwardly in the vehicle, the drag link 22 will pass down on the underside of the connection line. Suitably, the drag link 22 is located symmetrically around the connection [[lin]] line in the two extreme positions of the pedals 6, 7, 8.

P35